

Claims

1-11 Canceled

12. (New) A transmission lock for a superposition steering system of a motor vehicle, the transmission lock comprising:
 - a clamping element having an inner ring and an outer ring, wherein the clamping element is used to positively lock, by way of a contour of an inner peripheral surface (inner contour) of an outer ring (2) and a contour of an outer peripheral surface (outer contour) of an inner ring (4), the inner ring (4) with the outer ring (2) in opposition to an elastic force; and
 - the clamping element (7) is retained in an activation cage (5) that can be locked by way of an actuatable locking member.
13. (New) A transmission lock according to claim 12, wherein the clamping element (7), in the locked position, is urged via a double ramp (2a) of the outer ring (2) in opposition to an elastic force into a calotte (4a) of an inner ring (4), while the clamping element (7), in the unlocked position, is urged by an elastic force of a locking washer, into a dome of the double ramp (2a) of the outer ring (2), and the clamping element (7) is spaced from the calottes (4a) of the inner ring (4) in the unlocked position.
14. (New) A transmission lock according to claim 12, wherein the activation cage (5) is operatively connected to an activation disc (10), engaging into the accommodation of which is a locking member part (10a) associated with the locking member in a locking position, while it is withdrawn from the accommodation in an unlocked position.
15. (New) A transmission lock according to claim 14, wherein the locking member or

the locking member part (10a) associated with the locking member is pivoted essentially in parallel to the course of the longitudinal axis of the activation cage (5).

16. (New) A transmission lock according to claim 14, wherein the locking member includes at least one hinged swivel arm (10), the swivel arm (10) includes at least one engagement part (10a) engaging into the accommodation, at least in part, in order to bring about locking of the transmission.
17. (New) A transmission lock according to claim 16, wherein the accommodation associated with the rotatable transmission element is an axial toothing (6a) interacting with the rotatable transmission element, and that the engagement part includes at least one engaging tooth (10a), which engages into the axial toothing, at least in part, in order to bring about locking of the transmission.
18. (New) A transmission lock according to claim 12, wherein the actuatable locking member can be actuated by way of an electromagnet (9) and locks the transmission in the deenergized condition of the electromagnet (9).
19. (New) A transmission lock according to claim 12, wherein the activation cage (5) is centered between the inner ring (4) and the outer ring (2) by way of an elastic member.
20. (New) A transmission lock according to claim 19, wherein the elastic member centering the activation cage (5) is used to lock the transmission torque-responsively, because in the event of a torque of the transmission which is higher than a biasing moment of the elastic member, the clamping element (7) positively locks the inner ring (4) with the outer ring (2) in opposition to the elastic force by way of the contour of the inner peripheral surface of the outer ring (2) and the

contour of the outer peripheral surface of the inner ring (4).

21. (New) A transmission lock according to claim 12, wherein a lock washer (12) is used to generate the elastic force, the lock washer having at least one angled-off portion similar to a torsion spring, which comes into abutment in a groove of the activation cage (5), for the purpose of positioning and avoiding a radial movement of the lock washer (12) in the activation cage (5).
22. (New) A transmission lock according to claim 12, wherein the clamping element (7) is a clamping roller.
23. (New) A superposition steering system comprising:
 - a superposition transmission with a first input for actuation by a driver;
 - a second input for a superposition actuator;
 - an exit to the steering transmission of the steering system, wherein the superposition transmission adjusts an output angle which is used to adjust a wheel angle of a steerable vehicle wheels; and
 - a locking unit having a clamping element having an inner ring and an outer ring, wherein the clamping element is used to positively lock, by way of a contour of an inner peripheral surface (inner contour) of an outer ring (2) and a contour of an outer peripheral surface (outer contour) of an inner ring (4), the inner ring (4) with the outer ring (2) in opposition to an elastic force, the clamping element (7) is retained in an activation cage (5) that can be locked by way of an actuatable locking member, wherein the locking unit, based on the second input for the superposition actuator, is locked in an event of system failure, and steerability of the vehicle by the driver is maintained.